

HOURS FOR RESTING

La Follette Railway Employees' Bill Center of Fight.

EFFORT MADE TO RECOMMIT

Railway Men's Organizations Not to Be Served from Their Position of Advantage—Possible Derangement of Railroad Schedules to Follow the Passage of the Bill.

Although the La Follette bill to promote the safety of employees and travelers has been the special order in the Senate for two weeks, not a word of debate has been broken upon it thus far this session. Each day at 2 o'clock when this bill has the right of way over everything else, Mr. La Follette invariably rises, and with fine deference to the wishes of his colleagues to continue with other business, asks unanimous consent that the special order be temporarily laid aside. Often as his fellow-Senators voted to lay his amendments to important measures last session, they now accept his courtesy as a matter of course.

No one now wishes the debate on the railroad employee bill to begin, and all are glad to have the Wisconsin Senator hold it out of the arena of discussion.

In the meantime a struggle has begun between the railroads and the railway laboring men's organizations to dispose of the measure. The former have made several overtures for a compromise, their first proposition being to have the La Follette bill recommitted to the Committee on Education and Labor in order that there might be hearings.

What Would Follow.

The railroad traffic managers affirm that if the bill should be passed, even with a reasonable time limit in which they could prepare for the changes required by the proposed law, they would be obliged to reorganize their entire list of schedules, and the effect on the railroads of the country would be to produce a chaotic condition of confusion. The railway laboring men, on the other hand, declare that no such consequence would follow. The railroads would simply be forced to employ men enough to afford the necessary relief to go on when employees had worked the limit of hours prescribed by the law.

The railway employees have had two conferences with traffic managers at Chicago, and declined to enter into any agreement for delay or hearings. They insist that they are willing to stand on their chance with the La Follette bill, as the special order to be disposed of January 10. The leaders of their various organizations have arranged to meet in Washington, December 20, to consider any matters of legislation connected with the protection of railway employees or the traveling public that may be regarded as desirable as amendments to the La Follette bill.

The bill, as it now stands, first forbids any railroad in the District of Columbia or the Territories to require any of its employees to work more than sixteen hours except in case of an accident, or to work without having had an interval of eight hours of duty, and also forbids any railroad engaging in the interstate commerce to work its employees longer than sixteen hours, or without the eight hours of rest. The measure as it stands is the most thoroughly amended bill before Congress.

History of the Measure.

As it came from the house it was regarded by the railway laboring men, and by those who are urging it for the sake of the traveling public, as a fairly good measure. When it was reported from the committee it had been, as Mr. La Follette declared on the floor of the Senate, completely eviscerated. In turn, Senators Foraker and Gallinger on one side, and Senators La Follette and McLaughlin on the other, proceeded to offer amendments until the reprint of the bill that was ordered looked like a bad case of measles.

By the desperate method at the close of last session of threatening to refuse to allow unanimous consent unless some show could be given the bill, Mr. La Follette succeeded in having it made the special order this winter, and January 10 was set for a final vote. In the interval the death of President Spencer, of the Southern, and several other prominent men with him has served to accentuate the need of the legislation proposed. The delay in getting an official report as to the actual cause of the accident on the Southern in which President Spencer lost his life is by no means regretted, as it is believed that it would help the passage of the bill. The reports of the Interstate Commerce Commission will be used, however, to show that the great loss of life in this country every year is in an appalling degree caused by conditions which the pending bill is calculated to remedy.

Public opinion has grown so critical of the Senators who shrink necessary railroad legislation that the friends of the La Follette bill are confident that they can get votes enough to pass it. It is known, however, that the traffic managers of the country will gather here after the holiday recess in the hope of impressing on the Senate the wisdom of recommitting the bill either to the Committee on Education and Labor, from which it came, or to the Committee on Interstate Commerce. Should this course be taken the measure would in all probability not meet with action this session, but go over to the next Congress.

DISCUSS TOWNSEND BILL.

Passage Would Compel Arbitration in Transportation Labor Troubles. The House Committee on Interstate and Foreign Commerce yesterday began hearings on the Townsend bill to provide for compulsory investigation of the causes of trouble between employers and employees, which affect the transportation of the mails, or the free movement of interstate or foreign commerce.

Mr. Townsend, the author of the bill, and Charles F. Neill, Commissioner of Labor, addressed the committee in favor of the measure. Mr. Neill was enthusiastic in his support.

"It is wise legislation," he declared, "and benefits not only the capitalists and laborers involved in disputes, but the people of the country who are necessarily affected."

The hearing was adjourned until January 15.

Southerners Want Subtreasury.

Representatives from the States of Tennessee, South Carolina, Georgia, Alabama, and Florida, interested in the selection of a site for a subtreasury, held a meeting yesterday for the purpose of organizing preparatory to the campaign in behalf of the location of a subtreasury in the territory comprised in those States. Mr. Moon, of Tennessee, was made chairman, and Mr. Legare, of South Carolina, secretary. After some discussion it was decided to postpone action until January 6.

SHIPPING BILL GOES OVER.

President Expected to Submit Special Message.

The Republican members of the House Committee on Merchant Marine and Fisheries held a conference yesterday and reached an agreement to have a vote on the ship-subsidy bill taken in the full committee on January 7.

It is understood that immediately after the holidays the President will send a special message to Congress urging the passage of a subsidy measure. He is said to have intimated to several members of the committee that he intended to take such action in the hope that Congress might be brought to realize the advisability of legislation of this character. The President desires that a measure for the upbuilding of the merchant marine shall be the one big piece of legislation enacted at this session of Congress. Whether or not he will be able to force some of the Republican opponents of the bill into line is a matter which cannot now be determined.

The friends of the measure, too, hope to be able to bring either Representative Flack or Representative McDermott to Washington by January 7 and have them vote on the bill in the committee. If they are able to do this, there is some prospect that the measure may be reported. Both Mr. Flack and Mr. McDermott have been quite ill, and but for the shipping bill it is probable that neither would attend this session of Congress. With the promised assistance of the President and the prospect of getting one of the absentees who favors the bill, the friends of the measure are more hopeful of success than they have been heretofore.

SIX SPECIAL MESSAGES READY

President to Make Known Views on Canal Monday.

Will Deal with Personal Observations—Prepared to Inform Senate About Brownsville Affair.

The President suggested so many subjects for legislation on discussion in his message that he has had a hard time for a week past to get together the special messages that his annual message made necessary in its wake.

The interest of Senators and members of the House has been so lively in the various matters on which information from the President is desired that he has found it necessary to make out a schedule by which to act in promulgating the succession of messages due in the next few days.

In response to the request of the Senate he will send to that body next Monday two messages, one on the Panama Canal and the other on the navy personnel. The former will deal with his personal observations while on his recent visit to the isthmus, and will give his recommendations as to the programme for actual constructive work. The other will lead up to the question whether the President should have the extraordinary power proposed as to the dismissal of army and navy officers.

On Tuesday there will be sent to the Senate the messages on the Japanese situation, with Secretary Metcalf's report on the personal investigation he made in San Francisco of the difficulty there on account of the refusal to admit Japanese youths to the public schools, a message on the public land frauds, and on the Cuban situation, with Secretary Taft's report on his sojourn in Cuba as provisional governor.

Wednesday the President will send to the Senate, in response to the resolutions by Senators Foraker and Penrose, the information asked as to the part taken by the men of the Twenty-fifth Infantry in the Brownsville riot, with the records of service of the men involved, and the facts connected with the discharge of the battalion. The latter message includes a vast amount of clerical work, which has kept a large force of War Department clerks busy for the past ten days, and it will make a bulky document when printed.

Editors May Get Passes.

Representative Garrett, of Tennessee, yesterday introduced a bill amending the interstate acts so as to enable publishers of newspapers and other publications to enter into advertising contracts with common carriers, and receive transportation in compensation for such advertising.

LID ON MONEY LAWS

Senate Fears Sweeping Currency Legislation.

HOPE FOR NEEDED RELIEF

Bill with Two Important Features May Be Introduced—Secretary Shaw Discusses the Financial Situation Before the House Committee on Banking and Currency.

The Senate is not disposed to enact any sweeping financial legislation at this session. Its leaders have already talked the matter over. The Finance Committee, Senator Aldrich, chairman, will not report any bills that provide for emergency currency. Its members think there is too much difference of opinion among financiers to warrant the attempt.

Senators on the committee do hope for a financial bill along two lines, because they think there will be little if any objection to it. One feature of the bill will require that all government receipts may be deposited in national banks. At present internal revenue receipts may be thus deposited, but receipts from customs must be deposited in the Treasury or one of the subtreasuries.

A second feature of the bill will be a definition of the bonds which the Secretary of the Treasury may accept as security for deposits. As now planned, this provision will be drawn to legalize the action of Secretary Shaw in accepting various State and municipal bonds.

Aldrich Will Offer Bill.

Senator Aldrich will probably offer a bill soon embodying the two features indicated. In the designation of bonds it will follow the lines of a bill "to further provide for the safe-keeping of public money," which he introduced February 11, 1903, and which was reported by him with amendments to the Senate. That bill authorized the acceptance of any bonds of a State, or of any city of fifty thousand inhabitants, or county which had been in existence for twenty-five years, and has not defaulted on any part of its debt for ten years. It also authorized the acceptance of certain first mortgage railroad bonds.

Secretary of the Treasury Shaw discussed the financial situation before the House Committee on Banking and Currency yesterday, with particular reference to the recommendations of the Bankers' Association as to the method of providing a more elastic currency for the demands of business.

Mr. Shaw declared that there could be no doubt as to the urgent necessity for legislation to provide more currency, and said that it was a problem with which he had long been struggling, and that the condition at times caused him no little concern.

Shaw Disapproves Bankers' Plan.

He said the plan suggested by the bankers would not meet the necessities of the situation. He declared that it would be ineffective in a large measure for the purpose intended; that it was unscientific, and lumbered with too much machinery for the limited results which he believed it would accomplish. He did not directly antagonize the scheme, but sought to point out that it would not go far enough to meet the situation.

The point which he sought most to impress upon the committee was that all of our currency should be made more elastic, and that the elasticity should not be confined alone to the notes proposed to be issued under the bankers' scheme.

He suggested that a more advisable plan would be to issue \$200,000,000 of the same kind of notes as the banks are now issuing, of exactly the same appearance, and guaranteed by the government, and redeemable the same as other notes, and protected by a guarantee fund.

He declared that he felt there was no inflation of inflation if both the bond, secured notes and the credit notes were alike made elastic. He said that the bankers' plan would be a step toward relieving the demand for a greater elasticity at certain seasons of the year, but he urged upon the committee the desirability of framing a measure which would give elasticity to both forms of bank notes.

Comptroller of the Currency Ridgely will be heard by the committee to-day.



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NO MORE DREADNAUGHTS.

Leading Senators Are Opposed to Other "Biggest" War Ships.

Congress will not authorize any more battle ships of the Dreadnaught size, if leading Senators can have their way. The matter has been discussed recently with the President, who is understood to acquiesce in plans for battle ships of the Connecticut and Louisiana class. The Senate Naval Committee probably will be willing to authorize at this session two additional war ships, provided they are to be of about 16,000 tons burden each.

Several Senators believe that the government should not encourage any international rivalry in the building of "biggest" war ships. If Congress should authorize more vessels of the largest type, it would be only a brief time, it is thought, before other nations would imitate in the House also against building Dreadnaughts, and the question of the size of war ships will likely be the subject of lively controversy there.

Representative Little Resigns.

Speaker Cannon laid before the House yesterday the resignation of John S. Little, as Representative from the Fourth district of Arkansas, to take effect January 14, 1907. Mr. Little has been elected governor of his State.

FAMILY STARVING; HE STEALS

Father Takes Piece of Bacon to Wife and Four Little Ones.

Sympathetic Judge Reluctantly Sends Frank Meyers to Jail in New York City.

New York, Dec. 14.—Charged with stealing food from the Bristol restaurant, 120 East Fourteenth street, to take it home to his starving wife and four small children, Frank Meyers was reluctantly sent to prison by Magistrate Walsh to-day.

Meyers has been ill since summertime, but previous to that time he was employed as a cook in the Bristol restaurant. His wife has been out working when she could get work, but that has failed her recently, and she fell ill.

The Meyers have four children in a room on the top floor of the tenement 300 East Twentieth street. The little ones are Ellen, a baby in arms; Frank, two; John, three, and Mary, five years.

Alfred E. Cornwall, manager of the restaurant, pressed the charge. He said Meyers had taken a strip of bacon valued at 60 cents. He said he saw Meyers trying to take it out of the restaurant.

Meyers fell on his knees in court and besought Mr. Cornwall to have mercy on him and his children. He insisted that he had not intended to steal, and that he believed he ought to take the bacon home to his wife and children. Magistrate Walsh was greatly moved by the man's plea, but said he was obliged to hold Meyers for trial. He, however, fixed the bail at \$50.

VALUE OF INDIAN COAL LANDS.

Director of Geological Survey Contradicts Senator La Follette.

The special committee of the Senate to which was referred last session the questions involved in the contention over the disposal of coal lands in the Choctaw and Chickasaw nations in the Indian Territory had a hearing yesterday, and gave the afternoon to listening to a description by Mr. Walcott, Director of the Geological Survey, of the country in which the lands are situated, and of the character of the coal deposits. Mr. Walcott said that the valuation that was stated by Senator La Follette in his speech last session, which prevented the disposal of the lands to railroad companies, was in error. Senator La Follette said that these coal lands were worth \$40 an acre, and their total value was about \$4,000,000,000.

Mr. Walcott ridiculed this valuation as being out of all bounds, and criticized the Wisconsin Senator by inference for making the statement. Mr. Walcott said that the lands in question were worth not over \$20 an acre, and their total value very much less than the big figure Mr. La Follette named. Senator La Follette was not present at the hearing, but is expected to make a reply when occasion offers. The valuation he placed before the Senate was furnished to him, he stated at the time, by one of the prominent geologists under Director Walcott.

Notwithstanding the differences of views as to the value of the lands, the special committee will probably recommend that they be hedged about with restrictions that will prevent their further transfers to railroads.

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PRESIDENT ROOSEVELT YIELDS.

Will Continue to Use New Spelling in His Personal Letters.

President Roosevelt is not at all downcast over the knockout of simplified spelling in Congress, and is taking the jokes of his friends on the subject in good part.

It was officially announced at the White House yesterday that if Congress should pass the resolution disapproving simplified spelling, the President would at once issue an executive order discontinuing it in the printing of public documents. He would, however, still use it in his personal and private correspondence.

LAKES CLAIM 126 LIVES.

Death List in Navigation Smaller Than It Was Last Year.

Chicago, Dec. 14.—One hundred and twenty-six lives were lost in navigating the Great Lakes during the season just closing. Compared with the loss of 215 lives in 1905, the season's death list appears small, and yet with but two exceptions it was the largest in the decade.

During the year thirty-eight persons were lost overboard, fifteen fell into the holds of vessels and were killed, eleven were killed in machinery accidents on shipboard, two committed suicide, and three died of natural causes aboard vessels. Fifty-two were lost when their ships foundered, and five were drowned as the result of collisions.

Long Term for Burglary.

Toledo, Ohio, Dec. 14.—Judge Julian H. Tyler again demonstrated his views on the handling of criminals to-day by sentencing Charles J. Bennett, aged twenty-nine, convicted of burglary, to the penitentiary for twenty years, and Al Williams, a negro, convicted of highway robbery, to the penitentiary for six years.

Pastor Stricken with Paralysis.

Plainfield, N. J., Dec. 14.—Rev. Cornelius Schenck, pastor of Trinity Reformed Church here, after performing a marriage ceremony and attending a meeting of the church consistory, was stricken with paralysis at his home to-night.

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